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A. S. WATSON &amp; CO.

LIMITED.

THE HONGKONG DISPENSARY.

## BIRTHS.

On the 6th July, at 3, Seymour Terrace, the wife of G. A. Woodcock, of a son, stillborn. (1717)

On the 27th June at No 56, Kilmock, 4-chome, Kobe, the wife of Herbert Shaw, U.S. Vice and Deputy Consul for Osaka and Higo (Kobe), of a daughter.

On the 2nd July, at Footing, the wife of Chas. Price, of a daughter.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 8th July, 1901

One of the most marked features of the latter end of the nineteenth century was the marked decline in individualism. Whereas at the beginning co-operation was steadily repressed as a thing inimicable to society, by degrees combinations commenced to be made first legal, and then by degrees to be actually encouraged by every possible means. During the first quarter of the century, not only were the laws opposed to trade unionism, but the public feeling of the nation held that the only way to compete in business with the rest of the world was to keep the working classes, as the phrase at the time went, "in their places." Meetings for the purpose of co-operation were considered as dangerous to the State, and any attempt at combination for the purposes of raising wages was a capital offence. The natural result of these ill-considered measures was a war of classes. England, and in a lesser degree every European nation, was divided into two hostile camps, who hated each other far more intensely than either disliked hostile countries, and kings and rulers readily united in an unholy alliance to repress the liberties of the lower orders; however mildly asserted. The pendulum of human affairs can by no amount of combination be made to stand still, the very *vis inertiae* that it had gained by its enforced swing in the direction of repression by and by began to act in the contrary direction, and one by one the artificial barriers to co-operation began to disappear. It was found that the dangers supposed to be inherent in the nature of the working classes were accidents of the position, and by no means inseparable; and that after all human nature, whether in the person of a justice of the peace, or the working man charged with the perpetration of the then hideous crime of meeting to discuss affairs with half a dozen of his fellows, was really much the same, and that each sought after all the same end of advancing himself free from the oppression of any other class. That, in

fact, it was not fair nor right on any principle of abstract justice that a right studiously withheld from one section of the community should be as studiously upheld by the other. When once the pendulum commenced to swing it was from the nature of things bound to proceed as far in the other direction from the medial line of gravity, and for a time the abuses which had been the perquisites of the one section of society had fair to be monopolised by the other. The Working Man was, in fact, at the top of the curve, and he craved every disposition to make his neighbour feel the hardship of class-rule as keenly as he himself had been compelled to do in the early parts of the century. Fortunately better reason prevailed; the working man was after all but a man, and a man whose natural talents were quite on a par with his neighbour, and sooner than the latter, he commenced to find that the principles being preached to him would first of all injure his own person; he, however, also found that the liberty of association that had been denied to him in the beginning of the century could not be given up unless he meant to give up all that he had gained. But the habit of association adopted by one class could not be dropped by another without danger, so that organisation and counter-organisation came to penetrate every class and every section of the community. The habit once established was not confined to one interest or one department. The same generation that had declared working men's associations illegal also came to legalise joint stock associations with limited liability for the discharge of business on a co-operative basis, as naturally the powers of corporations became extended; towns were granted means of self government which to a previous generation would have appeared entirely revolutionary, and these measures were followed up by the creation of not only country but also of parish and rural councils. That all these measures tended to increase the comfort and health of the country could not be denied; neither could it be denied that new sources of national wealth had been tapped, nor that the nation was under the new regime prospering and respected. So the nineteenth century closed. Unfortunately like every revolution the new system of co-operation had its defects, and one of these was soon found to be the diminution of individual responsibility, and with the decrease in individual responsibility an accompanying effect in the diminution of individual energy. A man's work as head of a society came to denote less personal profit and less personal loss than when the same individual was acting merely for himself. The consequence was that it seldom found him so whole-hearted. He had other interests besides those of which he was the nominal head; he found that in doing the work of others he needed rest and recreation that he never would have dreamt of in undertaking his own, so that on the whole the same energy and the same ambition to be in the forefront were not as a rule forthcoming. As long as things went on all right this was but little noticeable, but when competition from outside came to be felt it was discovered that England had insensibly dropped behind. In chemistry not very long ago her experts led the world, but she dropped into a lazy mood; research in fresh fields so far from being encouraged was really deprecated, experiments cost money and were dangerous, so experiments were left to German chemists who were willing to take wider risks. In iron-working the same indisposition to make changes was felt. Managers did not feel themselves justified in risking their shareholders' money, so the work of experimenting was left to the manufacturers in the United States. In electricity at the period England was at least on a par with her neighbours, but here a government that had undertaken to do the best for everyone, and had been studiously repressing individuality, stepped in and threw so many obstacles in the way, that for three years not a single enterprise of any kind was attempted. The consequence was that when at last England woke up to the fact that improvements in daily use abroad were entirely absent on her soil, it was discovered that the soul of the art had disappeared, and that her electric engineers who had been the pioneers of progress in the world were now incapable of undertaking the simplest works. The first year of the new century has emphasized these facts. England has ceased to take the lead in the iron-markets, and has had to undergo the humiliation of having to give contracts for her principal works abroad. The principles underlying successful combination have been forgotten, in the struggle the individual has gone to the wall. Not only in trade is the defect apparent, but in the world the same strange absence of the individual element is to be regretted. An attempt is being made to govern on the co-operative system; every adjustment is referred to a board of which every member is blessed with a different idea, and no one stands out beyond his neighbour. The machine of state amongst so many experts gradually works slower and slower, or occasionally as in China comes to an entire standstill. Such is the result of a

century which with reason boasted of its progress in the industrial arts, but has in the process omitted to keep up the individuality of the artist.

It is satisfactory to learn that the opposition on the part of certain influential Chinese against the Petition, which we mentioned in our last issue, has subsided and given place to sympathy. Their objection arose from entirely wrong conceptions of the contents of the Petition and of the attitude of the petitioners towards the present local administration and individuals constituting the Government. Therefore the opposition has been withdrawn, because the Chinese concerned in it have taken the trouble to read the Petition in a sense which the Committee responsible would have all to read it; namely, that it is not an attack on any official, as it covers twenty-one years of administration, during which period many officials have served. The Committee, which was entirely representative of the community, has adopted a perfectly legitimate and constitutional course, recognising, as all must do, that the task of sanitary reform in Hongkong is so stupendous as to be entirely outside the power of the local Government to accomplish. Whether the existing Government has done its utmost in the interests of public sanitation is another matter. It has, unfortunately for its own reputation, certainly never presented any serious evidence of it. The petitioners simply state from official documents only the existing lamentable state of affairs, and show by such quotations how the repeated recommendations of colonial medical officers, and of even special commissioners, have been evaded and ignored. The Chinese have at last come to understand this and to recognise that the Petition is not intended as an indictment against any local officials; indeed, many of the latter, including, we believe, H.E. the Governor himself, have privately commended the objects of the Petition, as pointing to the only possible solution of a very grave situation. It should be well understood that the Chinese have not as a body been asked to sign the Petition; many have come forward and done so, but their signatures were not, as far as we know, solicited. It was believed that the prayer of the petitioners would be successful without the signatures of the Chinese; and it may be mentioned that the few Europeans who have not been able to sign the Petition, have expressed keen sympathy with its objects. The signature sheets will most likely be collected to-morrow, so any residents who have not yet signed and who desire to do so should sign to-day.

Fire destroyed a contractor's "mashed at Wongneicheung on Friday night, the damage amounting to \$50. The Fire Brigade was in attendance, and prevented the outbreak from spreading.

The agent of the Canadian Pacific Railway Co.'s Royal Mail Steamship Line informed us on Saturday that he was just in receipt of the following cable:—The C. P. R. Co.'s Royal Mail steamer *Empress of China* from Hongkong, which was detained in quarantine at Nagasaki, arrived at Vancouver at 4 a.m. on Thursday the 4th inst., all well—having made the run across from Yokohama in 10½ days.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during June are thus certified, by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	2,863,495	1,600,000
Hongkong and Shanghai Banking Corporation.	7,903,357	5,000,000
National Bank of China, Limited.	442,272	150,000
Total.	\$11,166,124	6,750,000

News has been received from Tsingkiangp'u, on the Great Canal, says the N.C. *Daily News*, to the effect that the "Great Word" Society—the parent of the Boxer movement—is getting more and more powerful and is daily gaining recruits and adherents from not only the "Rescue Armies" of the various Central and Southern provinces passing through Tsingkiangp'u on their way home to be disbanded, but also from the inhabitants of North Kiangsu, who are suffering from drought and famine. Tsingkiangp'u is said to be one of the principal "centres" of the Society, whilst returning soldiers "from the war" are eagerly welcomed by the Society chiefs on account of the modern arms and ammunition they carry.

The N.C. *Daily News* reports that the crew of the steamer *Cornwallis*, commanded by Captain Rea, met with some rather exciting adventures on a recent voyage up the river to Hankow. Suspicion being aroused, preparations were made to meet probable surprises, when one of the engineers saw some men, who had shipped aboard as passengers, trying to secrete a box of money, he gave the alarm and a free fight ensued between him and the ruffians. He defended himself for some time with a knife, and then received assistance from the rest of the crew, who were aroused by the noise. The men were eventually overcome, but most of them succeeded in escaping from the ship, and later on the leader of the gang slipped the handcuffs which had been placed on his wrists and jumped overboard, swimming safely ashore. The captured men, two of whom are old offenders, were placed in the Hankow municipal goal.

The oldest foreign resident in Shanghai, Mr. P. H. Parcell, who has resided there for fifty-six years, is going home to Ireland.

Constabularies, according to a recent decision of the Admiralty, are to be trained to work wireless telegraphic instruments at the various signalling stations fitted up with Marconi's apparatus.

The N.C. *Daily News* of the 2nd inst. announces:—By the arrangements which we have now made with Reuter's Telegram Co., a fuller service will be sent to Shanghai, and it will be given to all four of the English daily papers here equally.

A large and very ancient tomb has been discovered in Shanghai, with pictures on the walls, and iron entrance gates, but Chinese feeling prevents any investigation being made into it, and Yuan Shikai has merely closed it up and put a stone tablet marked "Ancient Tomb" on it.

The French naval authorities, according to a *Daily Mail* correspondent, are very well pleased with the experiments made with the new submarine boat *Narval*, which has been to St. Malo and back in a strong westerly wind and a high sea. It is said that the submarine boat, escorted by several torpedo boats on the surface, is about to make a long trip in mid-Channel, and to endeavour to go as far as the limit of English waters.

A former petty officer of the Italian cruiser *Uffizi*, named Meino, who had recently been reduced to the ranks for misconduct, deserted his ship at Shanghai, and a warrant was issued for his arrest. On the 1st inst. an attempt was made to take him in Nanking Road, Shanghai, when he cut his throat with a razor. With assistance, however, he was removed to hospital, and hopes are held of his recovery.

A Daiziel telegram of the 2nd ult. from Paris says that the official French version of the recent affray between French soldiers and sailors and British sailors at Nagasaki has come to hand to-day. According to this account the British tars were the aggressors, and thrashed a number of the French artillerymen with sticks, injuring them very severely. This was in the morning. In the course of the evening the English resumed their insulting behaviour, and at last, losing all patience, the French threw themselves upon the tars. Sanitary encounters ensued. Three of the British lost their lives, while the French had several men wounded.

The *Mercury* of the 1st inst. says:—Captain Toulmann, who has been an inmate of the American Consular Gaol for the past couple of years, having been sentenced, it will be remembered, to life imprisonment for having shot a Chinaman on a river steamer of which Captain Toulmann had command, near Canton, died at the General Hospital yesterday of an affection of the liver. Deceased's incarceration, thanks to the kindness of Mr. John Goodnow, Consul-General, had been rendered as little irksome as possible. He was employed chiefly as a writer, and had made himself a favourite with all who had any business to transact with him.

A Daiziel telegram of the 2nd ult. from Cherbourg says that new heavy guns of the latest pattern have now been mounted there, and tested successfully. The new weapons have an effective range of over ten miles. The strictest measures have been ordered to prevent people from approaching these and other defensive works. All the arsenal permits have been called in, and new ones will be issued, it being feared that a number of the old passes have fallen into the hands of foreign agents. The secret police force has been reorganised, and has been warned to keep a vigilant look-out for suspected persons.

The remains of the murdered German Minister Freiherr von Ketteler received the last honours before being sent home on the 15th ult. at Peking. The ceremony which took place in the garden of the German Legation was very impressive. The diplomatic representative of the different nations in Peking, and the Military officers of the various troops stationed there were present. China was represented by Prince Chun, brother of the Emperor, and the Chinese peace commissioners, Prince Ching and Li Hung-chang, as well as by several other high officials. The procession to the railway station was witnessed by thousands of Chinese, who crowded the line of march. German infantry and cavalry acted as guards of honour on the way, and a contingent of American troops performed that duty at the railway station. It is rumoured that a monument in honour of the martyred minister and marines is to be erected on the spot where his body had rested until its removal home—in addition to the Chinese expiatory memorial.

The death return for the month of May shows that there died during that period 47 of the European and foreign community (42 from the civil population, 3 from the Army, and 2 from the Navy) and 963 of the Chinese community. Chest affections claimed 167 victims, and fever 622, of whom 557 died of plague and 52 of malaria. Of the plague deaths 19 were in the European and foreign civil community, while among the Chinese, 78 died of this disease in No. 2 division of Victoria, 75 in No. 4, 61 in No. 9, and 54 in Kowloon. The principal percentages in the different registration districts were:—British and foreign civil population 54 per 1,000 per annum; Chinese community, Victoria, land 50, harbour 39.8; Chinese, whole Colony, land 44.9, boat 25.7, land and boat 25.7; whole civil community, 42.7. It may be noted that the boat populations of Shaikwan, Aberdeen, and Stanley, estimated at 1,900, 5,310, and 730 respectively, had much lower averages:—Shaikwan 10.2 per 1,000 per annum, Aberdeen 11.2 Stanley nil.

In the interval between his two concerts at the Gordon Hall, Tientsin, on the 19th and 20th ult., Mr. Alec Marsh went on to Peking and greatly delighted a very good audience.

Elaborate preparations are being made aboard the huge Russian icebreaker *Ermack*, now lying in the Tyne, for her forthcoming voyage to the Arctic regions in search of the North Pole. The *Ermack* will load 4,000 tons of bunkers, and provisioning will be made so that in case of detention the vessel can remain in the Arctic seas for twelve months. Admiral Makaroff and a scientific party will join the *Ermack* at Tromsø.

The Marconi system of wireless telegraphy was on use on the Cunard line *Lucania* on her last voyage to New York. Should the system prove as successful on the *Lucania* as elsewhere, the Cunard Company will probably install it on other ships of their fleet. It is already in use on ships of the North German Lloyd and the Beaver lines. Receiving stations are already established on the British and the American coasts. This has been done by the Marconi International Marine Communication Company, Limited. Arrangements are being made by the Communication Company to establish their stations in all parts of the world on the routes of the important steamship lines.

A New York telegram of the 2nd ult. to the *Daily Mail* says:—Richard Bidwell, the writer and lecturer, lost his life yesterday afternoon by leaping from the central span of Brooklyn Bridge. Bidwell recently wrote a book entitled *The Reign of Mind*. He believed that mind was superior to matter, and that a man could perform any feat if only he had enough confidence in himself. He leaped from the bridge to test his theory. Before doing so he swallowed himself in towels and old newspapers, put on a lifebelt, and carried an American flag in each hand. Only a few people saw him leap from the bridge. He struck the water 135 feet below with awful force and disappeared. The body was picked up an hour later.

A controversy has arisen in Yokohama on the subject of the doctrinal views and practices of the Rev. Aubrey L. Sharpe who has been acting as incumbent of Christ Church since the former occupant of the post left, and who is now suggested as permanent pastor. A correspondent signing himself "Respectful Philon" sent a letter to all the Yokohama papers stating that Mr. Sharpe "declares himself to be in favour of a ritualistic confession, the changing of vestments during Communion, the use of lighted candles on the Communion Table, and fasting," and has announced his determination to refuse Communion to all persons who either have not been confirmed, or refuse to be so. Considerable correspondence has ensued in the Yokohama press. No Yokohama Kunit has appeared on the scene as yet, but some of the letter-writers appear to have the same cast of mind.

## THE PLAGUE.

During the 24 hours ending the noon on Saturday there were reported 3 fresh cases and 4 deaths (all Chinese).

The latest report concerning the condition of the European patients still at Kennedytown Hospital is that they are all making good progress.

Mr. A. J. May, Acting Headmaster of Queen's College, asks us to correct the statement that the Portuguese boy, T. Thomas, was taken to the Government Civil Hospital from Queen's College. Thomas, Mr. May adds, has not been to the College since August last. We gladly contradict the statement, but must point out that we did not make it on our own authority, but were so informed at the Sanitary Board office.

## CORRESPONDENCE.

(We do not hold ourselves responsible for the opinions expressed by our correspondents.)

## THE SANITARY BOARD.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—I have read with much interest your various leading articles in favour of Sanitary reforms in this colony, and trust they will have effect in due season. One of these reforms must be a new Sanitary Board. The present Sub-Governmental Department has more arbitrary power than it knows how to use properly, in S.B. Form No. 4 and in other ways. We have no objection to confer on a proper Sanitary Board all the arbitrary power that may be required, but that power must be exercised through representatives of the community and not through nominees of Government as at present, who are a law unto themselves. We would sweep away the whole army of inspectors, who have neither the power nor the technical knowledge requisite, and appoint a trained Sanitary Surveyor, and an assistant if necessary, to every Sanitary district in the colony, men whose professional standing would ensure respect for their dictum, and who would co-operate in an intelligent manner with residents desirous of promoting true sanitation, and consign to oblivion the present unsatisfactory, red-tape, nonsensical system which is beneath the contempt of even the Chinese and holds back the co-operation of the community, who will never become moral sanitarians by ordinance piled on ordinance and summonses to the police court for trivial sanitary offences, which do not even touch the fringe of the great questions at issue, the greatest of which is the present system of drainage, which by general consent is quite unadapted to the requirements of the colony and is not under the control of the Sanitary authorities. I may say that my experience of the colony is a lengthened one, and takes in the life of the present Sanitary Board and its various phases, practical and comical.—Yours, etc.

NON NOBIS SOLUM SED OMNIBUS.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

\* SHANGHAI, 5th July, 7.39 p.m.

NEW CHINESE MINISTER TO JAPAN.

Tsai, who lately held the post of Taotai at Shanghai, has been appointed Chinese Minister to Japan.

\* Delayed in transmission.

SHANGHAI, 7th July, 7.50 p.m.

THE COURT'S MOVEMENTS.

A secret Hsinanfu despatch states that the Imperial Court will not go beyond Kaifeng-fu this year.

FRENCH TROOPS TO BE RETAINED NORTH.

The French have notified the Chinese plenipotentiaries that it is intended to keep French troops as a permanent guard on the Peking-Pootungfu railway.

NORTH CHINA STILL DISTURBED.

The Chinese merchants at Newchung have ordered their Shanghai agents to ship nothing for the North, as the country is too disturbed.

THE WAR IN SOUTH AFRICA.

LONDON, 5th July, 10.35 p.m.

KRUGER'S GREAT HOPES.

In a proclamation to the Boers, Mr. Kruger informs them that he has great hopes of a satisfactory end to the War, and advises the continuance of the struggle.

THE COMMANDANTS' DECISION.

A meeting of Boer commandants, including De Wet, Botha, and Delarey, has resolved that no peace shall be made, nor conditions accepted, which end the independence or national existence of the Boers, or which fail to protect the interests of their Colonial friends.

GENERAL NEWS.

LONDON, 5th July, 10.35 p.m.

BRITAIN'S NAVAL PROGRAMME.

Mr. Arnold Forster, Secretary to the Admiralty, stated in the House of Commons that the new Naval programme includes three battleships of 16,000 tons each and with a speed of 18.5 knots, six armoured cruisers of the *Monmouth* class and with a speed of 23 knots, and ten improved torpedo-boat destroyers of the 30 knots type.

[The *Monmouth* class of cruiser are of 9,800 tons displacement and 22,000 i.h.p. Their side armour is 4 in. thick. They are armed with fourteen 6 in. breech-loaders and 13 small quick-firing guns. They can carry 800 tons of coal in their bunkers, and have Belleville boilers.]

REUTER'S SERVICE.

LONDON, 4th July.

THE FRENCH NAVAL MANOEUVRES.

In the French naval manoeuvres the success of the submarine boats has been most striking. They approached the squadron unannounced, passed the entire line, torpedoed the ironclads, and escaped unobserved and unscathed.

THE YUNNAN RAILWAY SCHEME.

The French Senate has agreed to the Yunnan Railway scheme.

LONDON, 3rd July.

STEAMSHIP SUBSIDIES.

The British Consul at Nagasaki, testifying before the Steamship Subsidies Commission, urged that a subsidy be granted for a British service to Japan, which he said offered a splendid national investment.

LONDON, 4th July.

THE PRINCESS OF WALES'S STAKES.

The result of the race for the Princess of Wales's Stakes is as follows:—  
Lord Rosebery's *Epsom* Ltd ... 1  
His Majesty's *Diamond Jubilee* ... 2  
Lord Cadogan's *Sidus* ... 3

COMMERCIAL CRISIS IN GERMANY.

There is a commercial crisis in Germany following the failure of the Leipziger Bank.

THE WAR IN SOUTH AFRICA.

Sir Michael Hicks-Beach, replying to questions concerning the probable date of the



termination of the war, said that Lord Kitchener had wired that the Boer leaders had proclaimed they were fighting for the independence of their country, and that they would never surrender.

LONDON, 5th July.

#### THE WAR LOAN BILL.

The War Loan Bill has passed the second reading.

#### SOUTH AFRICA.

Commandant Botha is encamped in the high veldt at East Springs.

It is estimated that over 13,000 Boers still remain in the field.

Between the 7th July and 2nd August, eleven vessels will take 1,000 fresh troops and 5,000 horses to the Cape.

LONDON, 5th July.

#### HENLEY REGATTA—THE "GRAND."

In the race for the Grand Challenge Cup, the boat "Pensylvania" (University) by a length, after a magnificent struggle. The excitement was intense.

#### THE BRITISH NAVY.

The shipbuilding programme for 1901 includes three battleships of 16,500 tons each, six armoured cruisers, and ten destroyers of an improved type.

#### JUNE CASUALTIES IN SOUTH AFRICA.

The official list of casualties in South Africa during June gives fifteen officers and 152 men killed, forty-two officers and 541 men wounded, three officers and 75 men missing.

#### CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 6th July.

#### THE "FOURTH."

The Glorious Fourth was fittingly celebrated in Canton. The U.S. Consulate was tastefully decorated with large lanterns and fresh flowers, and from 12 to 2 p.m. there was a reception. At noon a salute of twenty-one guns was fired from the man-of-war *Monterey*, and the ships of war and other vessels were gallantly dressed in bunting. The Stars and Stripes were flying on the U.S. Consulate and other private residences in Shamoon. At night there were illuminations and fireworks, and the *Monterey* was especially to be noted for her attraction and brilliancy. She was beautifully illuminated with coloured lanterns, and the letting off of rockets of red and green colour called forth great admiration, as well as exclamations from the celestials. Owing to a false report, which appeared in the Chinese newspapers, that there was going to be a dragon-boat race manned by foreigners, a large number of flower boats, say from 40 to 50, and other small boats were hired at pretty high prices by Chinese, who together with their families had been anchored opposite Shamoon in expectation of seeing the dragon-boat races; but they were sadly disappointed, and had to leave between 4 and 5 p.m.

#### GAMBLING GAMES IN CANTON.

Canton is the largest gambling centre in the world; besides *fentan*, *teaching*, white pigeon, *\*keapee*, and *shampoo* lotteries, there is a sort of game known as *Town-gan* (i.e., *ox-fighting*), which is something like dominoes. The player at such a game if he loses all his money may stake all the clothing that he wears on his person; if he loses all his clothing and shoes the gambling master would give him some paper to wrap round his loins or a suit of old and dirty clothes in exchange for the one that he wears. If he loses again he may pawn his person for so much money and be allowed to continue playing, and if he loses again the gambling master may order him to be kept in prison in a place outside the gambling-house. It is popularly said in such cases that "the ox is in prison," there being many such oxen in prison. Then the man may write to his family or friends to beg of them to send money to redeem him from imprisonment.

#### THE BRIGADES AGAIN.

Yam Chow is in the district of Fong Shing in the province of Kwang Tung lying between Kwangsi and Tonkin. Ever since Tonkin became a French possession the Chinese Government have placed garrisons of soldiers there to watch the frontier. But the hills and mountain fastnesses of Yam Chow are covered with deep forests and high trees, and the robbers are making their headquarters in a place called Sup Man Shan (i.e., hundred thousand hills). Every now and then they boldly sail forth to plunder, or induce the villagers to swear brotherhood and join their society with a view to starting a fresh rebellion. The rebel chief is Wong Si Kün. On the 21st or 22nd of June Pan Pui Koi, the commander of the regiments in Yam Chow, went with some soldiers and tried to capture the robbers, who numbered several hundreds, mostly Triad Society men. They had a fearful fight from morning till evening. The robbers were strong and were quite able to resist the Imperial troops. The latter were defeated and had to beat a retreat. The number killed and wounded is unknown.

#### A COTTON ENTERPRISE.

As the cotton towels and napkins imported from abroad command a large sale in Canton, some enterprising merchants have started a company, selected a place in Honan, sent for machinery from abroad and employed workmen to imitate the manufacture of these foreign goods.

\* *Keapee* is a lottery of shop-names to the number of 120, while the *shampoo* is a lottery almost the same as the white pigeon lottery.

#### POLICE COURT.

Saturday, 6th July.

BEFORE MR. HAZELAND.

**DRUNK AND DISOBEDIENT A.B.**  
James Greenwood, A.B., of the Torpedo Depot, Kowloon, was charged, first with being drunk and disorderly, secondly with assaulting European Constable Davis, No. 70, while in the execution of his duty.  
P.C. 70 stated that on Friday last, seeing defendant drunk and behaving in a disorderly manner, he wanted to arrest him, when the latter attacked him ferociously, tore the sleeves of his tunic, and kicked an Indian policeman who came to assist, smashing the glass of the latter's watch; and that it was not until the timely assistance of Mr. Rungjun, Manager of Thomas's Grill Room, the constables would have fared even worse. As it was, it was only with the greatest difficulty they got accused to the Central Station. The Court sentenced accused to pay \$5 or do seven days' hard labour on the first charge, \$5 or fourteen days' on the second charge, and to pay \$5 compensation. The money was paid.

**AN INHUMAN CHINAMAN.**  
A Chinaman was charged with maliciously and unlawfully injuring complainant's bullock, by cutting it with a chopper, at Ngai Siwan, on the 5th inst.  
Complainant stated that on the day in question his cowherd came to him and told him defendant had cut his bullock with a chopper. He went out to where the animal was tied to a tree, and found its right hind leg severely cut. He went first to the owner of the village, who advised defendant to pay him (complainant) \$1. He refused to accept such trifling compensation and went to the police station, reported the matter and had accused arrested.

The cowherd stated he had seen defendant come up to where the bullock was tied to a tree feeding, and cut it with a chopper on the right hind leg.

His Worship said it was a very serious offence. A man found guilty of it could get fourteen years' imprisonment for it. He would remand the case till Saturday, 13th inst., and request the police to report to him the condition of the wounded animal on that day.

**ILLICIT OPIMUM.**  
There were several cases of illicit opium. The fines ranging from \$5 to \$70.

**DESPOLING CROWN LAND.**  
For unlawfully cutting shrubs on Crown Land at T'ytan, a Chinaman was fined \$5 or 14 days' hard labour.

**THEFT OF COAL.**  
Police Constable Adlington, No. 61, prosecuted a native for stealing three hundred-weights of coal. Accused was ordered to pay a fine of \$15, or to do fourteen days' hard labour.

**ILLICIT DISTILLING.**  
Inspector Robertson charged a Chinaman of Shaukwai with distilling spirits without a license, and accused had to pay a \$25 fine or in default do six weeks' hard labour.

#### NORTHERN NOTES.

The P. & T. Times of the 29th June contain the following items:

The Chinese are taking over the policing of Peking on July 1st.

The German and French Ministers are said to have taken exception to the return to Peking of Chinese troops.

The 3rd Bombay Cavalry have returned from Lofa and Yangtun, and we believe the Chinese are now preserving order in those districts.

Sheng Tsai has already despatched a staff of telegraph operators to Honan, where the new lines will be in operation in a few days' time.

The officers, and N.C.O.'s and men of the R. W. Fusiliers, who were sent to the front, are said to be in the province in the same way as has been done in Canton.

The *Je Je* states that a telegram has been received from Peking to the effect that the natives around Peking are again giving trouble, and the Chinese troops have been unable to suppress them. It is reported the French troops are going out to settle the trouble.

The P. G. has issued a notification that peaceable traders coming to the city and finding arms necessary for their protection on the way, must notify the authorities on arrival and hand up their arms until such time as they are leaving again, when they will be returned.

Orders announce that according to present arrangements the force retained in North China will include: Peking—2 Co. 2nd Batt. R. W. Fusiliers; No. 2 Co. 3rd Div. R. G. A. B. 15th Field Hosp. Tientsin and Shanhaikwan—Headquarters Command and Staff; Director Railways and Staff; Nos. 3, 4, 5 Sections 1st R. W. Fusiliers; 14 Sikhs; 31 Madras Inf.; 4th Gurkha Rifles; Hongkong Regiment, etc., etc. Shanghai—Command and Staff 1 sec. Vickers-Maxims R. A.; 2nd Rajput; 30th Bombay Inf., etc., etc.

Li Hung-chang is reported to be endeavouring to prevent the like Villager movement, feeling some anxiety lest it should become a second Boxer movement. The officials of two districts, Shunchi and Suning, in Chihli and near Peking, have asked for reinforcements in order to suppress this association, which is getting stronger and more threatening. At Ming-ho, and also at Chang-li near Shanhaikwan the Allied Villagers, who are largely disbanded soldiers, have been very active. There are many of the leading gentry among their leaders, and their object is to resist the payment of any indemnity to foreigners, as well as being generally anti-dynastic and anti-foreign.

Mark Twain once had an engagement to lecture in a small town, and was met at the railway station by the minister, as the leader of intellectual society in the place. As they walked up to the parsonage, his host conversed on several topics, and finally said, "Mr. Clemens, it has always been our custom in this little town, to open every entertainment given here with prayer, and I should like to do so to-night, if agreeable to you. Would you have any objection to my doing so?" Why, no, said Mark, replied Mark warmly, "on the contrary, it will give me great pleasure—I should be very glad to know that the lecture was going to be started right, anyhow." So, with this understanding, they went to the lecture-room, and the minister took the centre of the stage himself and proceeded to offer a prayer about half an hour long, and concluded by saying, "And now, O Lord, we have with us to-night a man who is known throughout all the world as the great American humorist. Help us to understand what he is about to say to us, and to be amused by it, and, if possible, grant that we may derive some real benefit from his lecture." Mark, it is said, needed all his philosophy to pull him through the next few minutes.

#### HONGKONG ELECTRIC COMPANY LIMITED.

The twelfth ordinary yearly meeting of shareholders in the above company was held on Saturday at the offices of the General Managers, Messrs. Gibb, Livingstone and Co., 4, Queen's Buildings. Mr. C. S. Sharp, chairman of the company, presided, and there were present:—Hon. C. P. Clater, C.M.G., Hon. J. Thurnburn and C. W. Dickson (directors), Messrs. J. Goossman, G. T. Veitch, R. R. Roberts, E. Terry, A. G. Wood, J. C. Peter, A. O. Baptista, J. Wheeler, T. H. Reid and W. H. Wickham (managers).

The notice convening the meeting having been read, the CHAIRMAN said:—Gentlemen, with your permission I propose that we adopt the customary course, and take the report and accounts as read. We feel pleased that the figures we are able to place before you at this opportunity show continued progress. During the past year, we have had a good deal less work pass through our hands in the shape of installations and such like, while, considering the large amount of such work done during the previous year, it is hardly to be wondered at, and the reason for this is, as we are accordingly showing some falling off; this, however, is balanced by the expenditure on such being correspondingly lower. The receipts from current supplies, however, show a satisfactory advance, and the gross earnings for the year under review are not so far behind those for the preceding year, whilst the profit on working is some \$11,000 better, and we trust this will be considered satisfactory. Most of the items of expenditure show some increase. Coals show an advance in the amount expended, but there has been a large quantity consumed, whilst the average price per ton is rather lower, and we hope the course of the market may enable us to still further decrease this. As you will see from the accounts, the new issue of shares is now fully taken up, and all capital due on same to date has been received. In November last a call of \$3 per share was made on the new issue in order to provide the further funds required for payment for the new machinery ordered. This machinery has now nearly all arrived, and a portion of same is already in use, and should effect some economy in the working, the results of which, however, have not had time to make themselves felt in the accounts now before you. The remainder of the machinery we hope will shortly be erected and ready for use, and when this work is completed, our station will be well equipped with machinery of the most modern type, and of a capacity well in excess of our present requirements. We anticipate, however, that some further outlay may shortly be necessary for a few further additions to the station plant, and for laying down underground mains in place of some portions, at least, of the present overhead system, which is now under consideration. During the past year we have found it necessary to make some addition to the station buildings and the staff quarters, the cost of which appears in the accounts. These provide much needed additional accommodation. As will be seen, we recommend a sum of \$22,348.61 to be written off for depreciation of plant and machinery, and in regard to this, I can only refer to my remarks of last year, viz., that in addition to the ordinary wear and tear on our plant and machinery, provision has also to be made for such becoming superseded through the invention of machinery capable of doing the same work at a lower cost. This is a point we have considered it necessary to keep well before us, and provide for accordingly. The amount available for appropriation, as shown in the accounts, is \$32,331.89, and I trust that you will approve of the disposal of this in accordance with the recommendation of the Board. Before proposing the adoption of the report and the passing of the accounts, I shall be happy to answer any questions shareholders may wish to ask regarding them.

There were no questions, and on the motion of the CHAIRMAN, seconded by Mr. G. T. Veitch, the report and statement of accounts were accepted and passed.

The next business was the election of directors and on the motion of Mr. J. GOOSSMAN, seconded by Mr. J. C. PETER, the Hon. J. Thurnburn and Mr. C. S. Sharp were re-elected.

Mr. VEITCH proposed that Messrs. J. C. Peter and Murray Stewart be re-elected auditors.

Mr. T. H. Reid seconded, and the motion was carried unanimously.

The CHAIRMAN said:—That concludes the business, gentlemen. Dividend warrants will be ready on Monday.

#### THE HARBOUR DEPARTMENT IN 1900.

The report of the Acting Harbour Master for 1900 is published in the *Gazette*. We make the following extracts:—

**SHIPPING.**  
The total tonnage entering and clearing during the year 1900 amounted to 18,445,135 tons, being an increase, compared with 1899, of 243,825 tons.

There were 41,223 arrivals of 9,228,762 tons, and 41,233 departures of 9,216,372 tons.

Of British ocean-going tonnage, 2,341,936 tons entered, 2,321,410 tons cleared.

Of river steamers (British), 1,746,774 tons entered, and 1,745,178 tons cleared; making a grand total of British tonnage of 9,155,198 tons entering and clearing.

Of Foreign ocean-going tonnage, 2,425,066 tons entered, and 2,425,311 tons cleared.

Of Foreign river steamers, 8,286 tons entered, and 8,286 tons cleared; making a grand total of Foreign tonnage of 4,866,369 tons entering and clearing.

Of junks in Foreign trade, 1,604,632 tons entered, and 1,629,224 tons entered.

Of junks in local trade, 602,148 tons entered, and 595,363 tons cleared.

Thus—  
British ocean-going tonnage represented 30 per cent.  
river " " " " 19.0  
Foreign ocean-going " " 26.3  
river " " " 0.1  
Junk (Foreign trade) " " 17.4  
(local trade) " " 6.5

Five thousand three hundred and ninety-five (5,395) steamers, 78 sailing vessels and 17,732 junks in Foreign trade entered during the year, giving a daily average of 63.6 as against 76.9 in 1899.

For European-constructed vessels the daily average entry would be 14.99 against 14.91 in 1899, and of the vessels entering 62.77 were British.

For vessels under the British flag a comparative table for 1899 and 1900 shows an increase of 103 ships measuring 430,182 tons, but when taking into account the decrease in river trade under this flag, viz., 111 vessels of 58,317 tons, the actual increase in ocean-going trade would be 214 ships of 488,499 tons. The falling off in river trade may be wholly ascribed to the steamers *Keelung*, *Wachia*, *Ho Tong* and *Kwai Lun* being sold and off the run.

Of the increase mentioned above the chief factors are:—(i) The turning over of many of the China Merchant Steamers to British colours; (ii) the fact of a greater percentage of tramp steamers calling than heretofore (principally carrying coal); (iii) the increased

size of the liners on home routes; and (iv) the fact of some of the coasters calling at the port more frequently than they did last year.

For vessels under Foreign flags there is a numerical decrease of 68 shown, but with an increased tonnage of 151,838 tons, the falling off in vessels is ascribed to the turning over of a portion of the China Merchants' fleet to the British flag, also further augmented by a falling off in vessels under the United States, Japanese, and Norwegian colours. The increase in tonnage as explained by the greatly increased size of many of the German steamers, also to the Scottish Oriental Steamship Company turning over to German colours, which has considerably augmented the tonnage under this flag. Vessels under French colours have also helped to enhance the increase, which is explained by their making more trips than were made last year.

The actual number of ships of European construction (exclusive of river steamers) entering the port during the year 1900, was 709—being 363 British and 346 Foreign.

These 709 vessels entered 3,440 times and gave a total tonnage of 5,237,922 tons. In 1899, 363 vessels entered 3,361 times and gave an aggregate tonnage of 4,940,218 tons.

Thus 146 more vessels entered 79 more times and gave a total tonnage increased by 326,804 tons.

The 363 British ships carried 2,667 British officers and 15 Foreign officers, as follows:—British, 2,667; Danish, 3; German, 4; United States, 8; giving a total of 2,682.

The proportion of Foreign officers was, therefore, 55 per cent., comprising 3 nationalities—a decrease of 63 per cent. with an increase of ships.

The 346 Foreign ships carried 2,291 officers, of whom 274 were British, borne as follows:—In Japanese ships, 133; Chinese, 60; German, 39; United States, 19; Dutch, 8; French, 6; Russian, 6; Portuguese, 3; giving a total of 274.

The proportion of British officers in Foreign ships was, therefore, 11.9 per cent., distributed among 8 nationalities. A decrease of 3.7 per cent. on 1899, with an increase of 55 ships. Of the crews of British vessels—18.4 per cent. were British; 1.3 per cent. were other Europeans; 80.3 per cent. were Asiatics. Of the crews of Foreign vessels—1.8 per cent. were British; 28.0 per cent. were other Europeans; 69.3 per cent. were Asiatics. This shows a slight falling off of Asiatics with a corresponding increase in the proportion of Europeans. At the same time there is an increase in the percentage of "Other Europeans" employed in British ships, and a slight falling off of British seamen employed in Foreign vessels.

**TRADE.**  
The principal features to be remarked as to the trade of the port for the year 1900 are:—(i) a great increase in sugar imports amounting to 76.6 per cent.; (ii) a great increase in timber showing 74.2 per cent.; (iii) a great increase in flour representing 60.1 per cent.; (iv) a great increase in coal imports amounting to 65.7 per cent.; (v) a large increase in hemp representing 60.7 per cent.; (vi) but a small increase in cotton, compared with last year, but case oil shows a decline of 10,609 tons; (vii) the rice trade which reached its culminating point last year, has fallen back by 98,501 tons and may now be said to be at its normal condition. The net increase in imports reported amounts to 422,717 tons. In exports there is a decrease of 70,686 tons. The transit cargo shows an increase of 198,946 tons.

The foregoing information regarding trade statistics must be taken as a rough approximation only.

The total import trade of the port for 1900 amounts to 21,205 vessels of 8,828,574 tons carrying 6,348,785 tons of cargo, of which 4,108,389 tons were discharged at Hongkong. This does not include tonnage, number of cargo of local trade junks.

Similarly, the export trade for 1900 was represented by 23,160 vessels of 8,620,499 tons carrying 6,348,785 tons of cargo, and shipping 489,456 tons of bunker coal.—Comparing this with 1899, we find that the import trade has increased, the increase being general among all the classes. The transit cargo has also increased in classes I and III but in class II a falling off of 97,550 tons is shown. In exports, although the tonnage cleared has increased by 77,282 tons, yet the number of vessels is less by 7,802 and the export cargo has diminished by 77,892 tons. During the year 10,940 vessels of European construction of 14,022,167 tons (net register) carried 8,170,757 tons of cargo, as follows:—import cargo, 3,604,322; export cargo, 1,938,230; transit cargo, 2,148,749; bunker coal shipped, 489,456; giving a total of 8,170,757.

The total number of tons carried was, therefore, 18.3 per cent. of the total registered tonnage, or 74.5 per cent. exclusive of river steamers, and was apportioned as follows:—Imports—British ships, 2,630,697; Foreign ships, 1,573,625; total, 3,604,322. Exports—British ships, 1,188,098; Foreign ships, 744,622; total, 1,938,230. Transit—British ships, 1,139,173; Foreign ships, 1,004,576; total, 2,143,749. Bunker coal—British ships, 274,681; Foreign ships, 214,775; total, 489,456. Grand total, 8,170,757.

**REVENUE.**  
The total revenue collected by the Harbour Department during the year was \$246,139.12 being an increase of \$55,483.62 on the previous year. (1) Light Dues, \$55,379.38; (2) Licences and Internal Revenue, 47,419.30; (3) Fees of Court and Office, 143,240.44; being a total of \$246,039.12.

**STEAM LAUNCHES.**  
On the 31st December, there were 179 steam launches employed in the Harbour; of these 95 were licensed for the conveyance of passengers, 84 were privately owned. 15 were the property of the Colonial Government, and 6 belonged to the Imperial Government, in charge of the Military Authorities.

**EMIGRATION.**  
Eighty-three thousand six hundred and forty-three (83,643) Emigrants left Hongkong for various places during the year; of these 53,355 were carried by 1,448 ships and 30,288 by Foreign ships; 121,332 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 92,870 were brought in British ships and 28,462 by Foreign ships.

**SEAMEN.**  
Eighteen thousand five hundred and twenty-three (18,523) seamen were shipped, and 22,059 discharged, at the Mercantile Marine Office and on board ships during the year.

Two hundred and thirty-two (232) "distressed seamen" were received during the year. Of these, 51 were sent to the United Kingdom, 1 to Singapore, 1 to Colombo, 14 to Calcutta, 1 to Melbourne, 12 to Sydney, 3 to Taku. 7 obtained employment on shore, 4 went to Manila, 2 to Calcutta, 1 to Bombay, 1 to Shanghai, 1 to Canton, 2 joined Chinese Customs, 1 taken charge of by Naval authorities, 2 disappeared, 3 died, 3 remained at the Government Civil Hospital, 2 to Seafarers' Home, and 119 obtained employment. Four thousand one hundred and ninety-eight (4,198) and seventy-five cents (\$4,198.75) were expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed seamen, and \$213.04 by the Colony.

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SAYS  
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H. PRICE & CO.  
Hongkong, 1st July, 1901. [616]

IRON FRAMED  
NEW PIANOS  
GUARANTEED FOR CLIMATE.

\$370 CASH  
OR MONTHLY PAYMENTS.

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Hongkong, 20th May, 1901. [1232]

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BRANCH—N.S.W., AUSTRALIA.  
Hongkong, 2nd July, 1901. [1664]

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All kinds of Oil Paintings and Photographic  
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Opposite to Chas. J. Gump & Co.  
Hongkong, 20th March, 1901. [797]

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YEN 12,000,000  
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widely known as the best and most economical  
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at Tokyo, Yokohama, Otaru, Muroran,  
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HUGHES & HOUGH,  
Agents for Hongkong. [94]

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NEW FEATURE—  
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and SAILORS' HOME, ROYAL  
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Hongkong, 18th March, 1901. [782]

ANY OUTSTANDING CLAIMS against  
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Customers are respectfully requested to  
settle all their accounts before the above  
mentioned date.  
A. ABDULLA & CO.,  
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Hongkong, 3rd July, 1901. [1672]

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FOREIGN and COLONIAL STAMP  
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Will be glad to send STAMPS on approval  
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WO FAT & CO.  
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Hongkong, 25th July, 1901. [207]

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CALIBRE 7.63 mm.  
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SIEMSEN & CO.  
Hongkong, 3rd October, 1900. [73]

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PRICE OF 12-BORE CARTRIDGES—  
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Powder only, and 1 oz of Shot.  
Primrose Cases \$5.55  
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5 per cent. discount on orders of 1,000 and over.  
Apply to  
Wm. SCHMIDT & CO.,  
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Hongkong.  
Hongkong, 27th July, 1897. [1669]

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THE  
POLITICAL OBSTACLES  
TO  
MISSIONARY SUCCESS IN CHINA.

A LECTURE  
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PRICE 25 CENTS CASH  
On Sale at "HONGKONG DAILY  
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Hongkong, 20th April, 1901. [1072]

NOTICE.  
TENDERS are hereby called for the  
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Hongkong, 17th May, 1895. [271]

## NOTICE OF REMOVAL

WE have This Day Temporarily Moved  
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Central to No. 1, DUNDRELL STREET,  
underneath Messrs. WENDT & CO.  
T. M. STEVENS & CO.  
Hongkong, 1st July, 1901. [1658]

## OUR PARIS LETTER.

Paris, 8th June.

The case of sequestration of Mlle. Monier, at Poitiers, by her brother, an ex-Prefect, and her mother, is creating a national sensation. The daughter, Blanche, was discovered locked up in a room in the mansion, deprived of light and proper ventilation. She was left without clothing, so was naked; her room never was cleaned, so was a mass of accumulated filth, in which her food was thrown to her. Her bed was a heap of worms; she was truly a skeleton; her hair was matted with dirt, her nails like the claws of a bird. She could hardly speak, and the long incarceration made light painful for her. This situation was discovered by a sudden visit of the police from an anonymous letter. The poor creature was at once conveyed to the hospital, where the doctors hope to restore her to reason, and to life.

The Monier family are very wealthy; it consists now of only the mother, son, and his martyred sister, who was supposed to be a lunatic. No doctor visited her for three years. The shutters of her window were jammed outside; they were also strengthened with iron bars. No one looked after the supposed lunatic lady, except the servants, to allow their friends or visitors to have a peep. She detested her mother, who closely guarded her, the mother had a heart of stone and was a miser to the marrow. The victim is now aged 40, and twenty years ago the mother opposed her marriage with an attorney. Both mother and son are undergoing preventive arrest. The son says he had no time to look after his sister, his official duties and social receptions occupied all his time. Hated, was the motive of the inhuman mother; she son wanted to inherit all the wealth, for this end it was necessary to hurry his sister's death—as by chance she might escape and recover, and claim her property. The mother dead, the money became his as a matter of right. The populace want to lynch both mother and son.

French barristers are addressed "Maitre." The French, even the hot-headed Anti-Dry fussards to a certain degree, are grateful that their famous countryman, Maitre Labori, has been entertained by the English Bar, and associated with so many happy sayings about their country. He was the honored guest of the Hardwick Society, so had an excellent occasion to meet the Lord Chancellor and judges, as well as the annals of the legal profession, all of whom delighted to do him honour. Labori is a very modest, retiring man, seeking no popular applause. His short speech was to the point, and he showed he felt the compliment paid him. His wife, an English lady, was in the Ladies' Gallery, with Lady Dillon, during the repast, and was also treated to a round of cheers on leaving with her husband, Sarah Bernhardt, who is now starting in London, is a fanatical admirer of M. Labori, and has placed a free box at the disposal of himself and friends during his London visit. Labori has the habit of keeping his hand to his side when speaking; he had acquired that peculiarity since his lungs were perforated by the assassin's bullet at Rome. That accident does not affect his inexhaustible flow of wit and gaiety.

Another recall of the Dreyfus affair was the occasion of the marriage of General Boishebert's daughter—he was one of the leading prosecutors and conspirators of the martyr of the Devil's Isle. The invited from the army, made it a point to numerously assist at the wedding, in full uniform. The Minister of War ordered that they were all free to wear muffs, but not their regimentals for that occasion. The general and his party are very sore at the well-deserved snub.

The President of the Municipal Council of Paris and a few colleagues were delegated to examine into the plan of working of the museums at London, to see if anything new could be discovered to apply for the direction of their Little Palace in the Champs Elysees. The delegation, while paying the highest compliment to the London system of management, do not consider there are many ideas to imitate. Not so in the matter of technical or professional schools, which they regard as model institutions, and well supported by manufacturers and private individuals, who do not so much as educate pupils, as impart finishing knowledge to real artisans. It is not state endowments, but private initiation that secures the success; but the French will be loth to sever their dependence with the state mick cow.

Comte de Lur Saluces is a noted royalist. In feudal times his ancestors were thorn in the flesh to the reigning dynasties. Their descendant is equally troublesome to the Republic. The Comte was cited before the High Court of Justice, which recently sat, to try the coalition of the Orleansists and the followers of Droulede for trying to put spokes in the constitution. Some were condemned, but the Comte preferred non-appearance. That did not prevent him from being out-lawed and all his property being confiscated till he was tried. About a fortnight ago he re-entered France, made no effort to conceal his presence, and in a word defied to be arrested. He concluded the High Court would not be convoked to statute on his case. He only forgot that prime minister, Walder-Rousseau, does not permit outlaws to brave Justice, so the Court will be tried. As he is certain to be found guilty—also why did he bolt—he will be condemned to pay all the expenses of establishing the High Court, and the government having possession of his property will recoup the cost of his playfulness. The political antagonists of the Premier have a healthy estimate of his courage and resolution, he has saved the Republic by the exercise of such qualities; he has not been afraid to be just, and to pilot the state ship when in extremity into placid waters. He has tamed the religious orders, and is now determined to initiate the taxpayer into the mysteries of an income tax. As the Arabs say, "May he live a thousand years!"

M. Sauvoil, President of the Court of Assizes, cannot be over-congratulated for dealing with

a great abuse, that was degenerating into an institution. The term "Crime passionnel" has hitherto been applied to deeds of killing and slaying, when instigated by angry passion, jealousy, or vindictiveness; as for instance lovers', or conjugal quarrels, that terminate in death; in fact taking the law into your own hands. The juries refused to convict an accused, after counsel played upon their emotions and sentiments—the result was, killing no murder. M. Sauvoil announces that kind of justification must cease, and the delinquent who kills must be judged a murderer. To allow the accused to receive the benefit of extenuating circumstances is one thing, to acquit him is another.

Opinion is agreed that the only good work the allies have accomplished in China is—to leave it. Their presence has only lowered the prestige of civilisation—if their conduct in so many cases of looting and outraging can be designated civilised. Thus John Chinaman will be left to run the machinery of his vast empire himself. He undertakes to pay the war indemnity, but that must not be on the lack of British Commerce. After all the diplomacy of the Son of Heaven has won—play the allies against each other. The concert has failed.

An absent-minded beggar has just paid the penalty of his capidity. He resided at Paris, and buried his gold, silver, and jewellery, it is supposed, in his garden. Haunted by the fear of robbers, his mind gave way; he forgot where he had buried his treasure. In despair he dug a grave in his garden, stood on the brink, blew off the half of his skull with a shot-gun, and fell into the pit he dug. Next day four persons with dividing rods, arrived from Paris, till the police ordered away the prospectors.

At Nimes, bull fights are more sanguinary than in Spain. That very popular Protestant city has its bull-bait every Sunday; the multitudes that attend boast their paying presence supports the local charities. In the name of the Prophet, Flgs! Last Sunday the bulls proved themselves a match for their tormentors; an unhoped-for pincushion was tossed from the arena back over the heads of spectators, while a mistral in climbing into a stall to escape, was horned in the neck and mouth and had his tongue torn out. In the meantime a spectator had fallen into the ring; the bull paid him due attention by tossing him up as if a feather.

While the Paris and Bordeaux Express was running, through the Carbon Blue—droll name—long tunnel, a French young lady, mistaking the carriage door, for that of the restaurant department, wishing to join her father, fell out on the line. Her father and a doctor at once gave the alarm; a search was made, and the lady was found in a faint close to the side of a tunnel. But it is a sad wind that blows nobody good; it led to the father withdrawing his opposition to the marriage of his daughter.

The ex-queen of Madagascar is on her trial, as visitor to Paris. Ravanala conducts herself as quietly as a sucking dove; she shops a good deal, her orders are all booked, only the majority of the goods are not booked—she is assured they will be forwarded to her winter address—in Algeria. She has escaped the Kodak snail that she regarded as her deadliest foe. She is less attached to her large-shaped hat—the Madagascan Gainsborough. The Minister of the Colonies appears to be her favorite chaplain. Only one lady in waiting of her limited entourage accompanies her on her outings. The government intends increasing her annuity by 20,000 fr.

It is said that the coolest spot in Paris, on a day when the thermometer threatens to run into the nineties, is to take a few rides in the underground railway. It is a very popular amusement. The line transports 135,000 voyagers daily, and since last July has carried a total equal to the entire population of France. Two more trunk lines will shortly be completed, and then buses will have no *raison d'être*. Bus conductors are taking their precautions by booking as applicants on the new underground electric lines for employment. The motor cars aiding, horse-vehicles will soon become a superfluity.

Madame Marie Laurent is 76 years of age, and still keeps the boards, where she has figured since 63 years. She has known and mixed with all the great artists, and dramatists and took leading roles in the representation of their works. Her first appearance was, when a girl of 13, she was engaged in a menagerie to display serpents, one of which that coiled lovingly round her neck, she said was her "boy." She was married twice, had a large family by her first husband—one of her sons being a distinguished editor. Her second husband died mad. He too was an actor. Since 40 years Madame Laurent has been associated with two good works; one being to encourage artists when young to subscribe to a benefit society to secure them a pension in their old age, and the other founding an orphanage for the profession. She works for these two societies still like a galley slave. During the 1870 war, she made an ambulance of the Porte St. Martin theatre, and every evening read, recited, or told stories to the convalescent soldiers. If any patient hesitated to take her medicine, she shamed him into doing so, by the reproach that a French soldier feared a potion more than a Prussian bullet. She was decorated with the Legion of Honour in 1888, not for her talent as an actress, but for her services to the wounded 18 years before! Even Sarah Bernhardt cannot get that decoration.

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Hongkong, 21st June, 1901. [1554]

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[1311]

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"BENGAL"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and Go-  
down Company's Godowns at Kowloon, where  
each consignment will be sorted out Mark by  
Mark and delivery can be obtained as soon as  
the goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. *Brimley*.  
From Persian Gulf, ex s.s. *B.I.S.N.* and  
B. & P. S. N. Co.'s steamers.  
Optional goods will be landed here unless  
instructions are given to the contrary before  
5 p.m., TO-DAY.

Goods not cleared by the 11th instant, at  
4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 4th July, 1901. [11]

## INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PURITAN"  
Consignees of Cargo Ex s.s. *Puritan*  
from New York are hereby notified that  
their Cargo transhipped at Singapore into the  
s.s. *Arctur* has now arrived and is being landed  
and placed at their risk in the Hongkong and  
Kowloon Wharf and Godown Company's  
Godowns at Kowloon.

Consignees are requested to immediately  
send in to the undersigned original Bills of  
Lading, in exchange for which they will receive  
local Bills of Lading on which delivery can be  
obtained.

JARDINE, MATHESON &amp; CO.

Agents.

Hongkong, 3rd July, 1901. [1677]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the Go-  
downs of the Hongkong and Kowloon Wharf  
and Godown Company, Ltd.; in both cases it  
will be at Consignee's risk. The Cargo will be  
ready for delivery from Craft or Godown on  
and after the 3rd instant.  
Optional Cargo will be landed unless notice  
has been given prior to steamer's arrival.  
Goods undelivered after the 8th instant  
will be subject to rent. All damaged Goods  
must be left in the Godowns, where they will be  
examined at 11 a.m. on the 9th instant.  
No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 1st July, 1901. [15]

## FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ACILIA"  
Captain von Dühren, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Underwriter, and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before NOON,  
TO-DAY.

Any Cargo impeding her discharge will be  
loaded into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignee's risk and  
expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 8th inst., will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 8th inst., at 3 p.m.  
No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 1st July, 1901. [1636]

## STEAMSHIP "ANNA"

COMPAGNIE DES MESSEGERIES

MARITIMES.

CONSIGNEES of Cargo from London,  
ex s.s. *Bagdad*, and Bordeaux, ex  
s.s. *Ville d'Arras*, in connection with above  
Steamer, are hereby informed that their  
goods, with the exception of Opium, Treasure  
and Valuables, are being landed and stored at  
their risks into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
at Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignee  
before NOON, TO-DAY, requesting it to be  
landed here.

Bills of Lading will be counter-signed by the  
Underwriter. Goods remaining undelivered after  
WEDNESDAY, the 10th inst., at NOON, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 10th inst., or they will not be recognised.  
All damaged packages will be examined, on  
WEDNESDAY, the 10th inst., at 3 p.m.  
No Fire Insurance has been effected.

P. DE CHAMPORIN,

Acting Agent.

Hongkong, 3rd July, 1901. [2]

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Hongkong, 6th July, 1901. [1708]

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For the IMPERIAL BANK OF CHINA,

A. W. MATLAND,

Acting Chief Manager.

Hongkong, 30th May, 1901. [1378]



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1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLIENSK	Brit. str.	—	J. Rafferty	McGregor Bros. & Gow	On 11th inst.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
LONDON, K.C., via PORTS OF CALL	SUNDA	Brit. str.	2 m	E. R. Dowell, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON	ALCIBOON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th August.
LONDON	PIERES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th August.
LONDON	STENTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th August.
LIVERPOOL DIRECT	KLAUSCHOU	Ger. str.	—	P. Lunenschless	Melchers & Co.	On 11th inst., at Noon.
BRISBANE, via PORTS OF CALL	WAKASA MARU	Jap. str.	—	J. H. McMillan	NIPPON YUSEN KAISHA	On 12th inst., at Daylight.
MARSEILLES & LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
MARSEILLES, K.C., via PORTS OF CALL	SALAZIE	Pres. str.	—	Girard	HAMBURG-AMERIKA LINIE	On 18th inst.
HAYRE & HAMBURG	SAMBA	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAYRE & HAMBURG	WUERZBURG	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 2nd August.
HAYRE & HAMBURG	ACILIA	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 2nd September.
HAYRE & HAMBURG	ALEXANDRIA	Ger. str.	—	Porzelius	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Porzelius	HAMBURG-AMERIKA LINIE	On 21st September.
HAYRE & HAMBURG	ANDALUSIA	Brit. str.	—	Jardine, Matheson & Co.	Jardine, Matheson & Co.	On 10th inst.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.	—	Williamson	Sheewan, Tomes & Co.	On or about 1st August.
NEW YORK via PORTS & SUEZ CANAL	ARARA	Brit. str.	—	Williamson	Sheewan, Tomes & Co.	On or about 1st August.
NEW YORK via SUEZ CANAL	L. SCHEFF	Amr. ship	—	—	Carlson & Co.	Quick despatch.
NEW YORK	I. F. CHAPMAN	Amr. ship	—	—	Arnold, Kaiberg & Co.	Quick despatch.
TRIESTE, via PORTS OF CALL	MARIA VALERIE	Amr. str.	—	Berberovich	SANDEL, WILHELM & Co.	On 17th inst., at Noon.
VANCOUVER, via SHANGHAI, K.C.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 17th inst.
VANCOUVER, via SHANGHAI, K.C.	EXPRESS OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 17th inst.
VICTORIA, B.C., & TACOMA via SHANGHAI, K.C.	QUEEN ADELAIDE	Brit. str.	—	F. McNair	DODWELL & CO. LIMITED	To-day.
VICTORIA, B.C., & TACOMA via SHANGHAI, K.C.	IZUMI MARU	Jap. str.	—	M. J. Curlew	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA (B.C.) & SEATTLE	KAISOW	Jap. str.	—	G. A. Rodway	Jardine, Matheson & Co.	Quick despatch.
PORTLAND (OR)	INDRAPURA	Brit. str.	—	—	Sheewan, Tomes & Co.	On 12th inst.
SAN FRANCISCO via AMOY, SHANGHAI, K.C.	HONGKONG MARU	Amr. str.	—	—	TOYO KISEN KAISHA	On 30th inst., at Noon.
SAN FRANCISCO via AMOY, SHANGHAI, K.C.	CITY OF PEKING	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 13th inst., at Noon.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	Helms	BUTTERFIELD & SWIRE	On or about 14th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Helms	GIBB LIVINGSTON & Co.	On 24th inst., at 4 P.M.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
KOBE & YOKOHAMA	KWEIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI & JAPAN	BANCA	Brit. str.	—	G. W. Babel	P. & O. S. N. Co.	On or about 18th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	COROMANDEL	Brit. str.	—	E. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 19th inst.
SHANGHAI & SHANGHAI	STUTTGART	Ger. str.	—	G. Groch	MELCHERS & Co.	Quick despatch.
NINGPO & SHANGHAI	WOORUNG	Brit. str.	—	K. Suzuki	BUTTERFIELD & SWIRE	To-morrow.
ANING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	S. Atsudi	MITSUBI BUSSAN KAISHA	On 10th inst.
FOOCHOW via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	K. Sobajima	MITSUBI BUSSAN KAISHA	On 17th inst., at Daylight.
TAMUI via SWATOW & AMOY	PERLA	Brit. str.	—	G. T. Blackland	Sheewan, Tomes & Co.	On 14th inst.
MANILA DIRECT	KASHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
MANILA	LOUNGSAUNG	Brit. str.	—	G. S. Weigall	Jardine, Matheson & Co.	On 12th inst., at 4 P.M.
MANILA	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 14th inst.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 19th inst., at Noon.

## SHIPPING.

## ARRIVALS.

July 4, SUMATRA, British transport, 2,976, G. H. C. Westow, R.N.R., Calcutta 25th July.—GOVERNMENT.

July 5, KANSOW, British str., 2,529, G. A. Rodway, Glasgow via Singapore 19th June, General.—JARDINE, MATHESON & Co.

July 6, CITY OF PEKING, American str., 3,128, J. T. Smith, San Francisco 6th June and Shanghai 3rd July, Mails and General.—P. M. S. S. Co.

July 6, SUNGKIANG, British str., 1,021, S. W. Moore, Manila 3rd July, Ballast.—BUTTERFIELD & SWIRE.

July 6, UGANDA, British transport, 5,336, Black, Calcutta 23rd June.—GOVERNMENT.

July 6, INDRAPURA, British steamer, 3,151, A. E. Hollingsworth, Moji (Japan) 1st July, General.—SHEWAN, TOMES & Co.

July 6, OLYMPIA, American str., 1,739, John Truebridge, San Francisco 6th June and Shanghai 3rd July, Mails and General.—DODWELL & CO., Ltd.

July 6, MONGKUT, German str., 859, Gotsche, Bangkok 30th June, Rice and Tankwood.—BUTTERFIELD & SWIRE.

July 6, ELBA, German str., 1,702, Schonwandt, Canton 6th July, General.—JENSEN & Co.

July 6, HEIKH HO, British str., 1,082, Crawford, Canton 6th July, General.—SIMPSON & Co.

July 7, KWEIYANG, British str., 1,062, Outerbridge, Canton 7th June, General.—BUTTERFIELD & SWIRE.

July 7, ELANER, German str., 1,267, Eichbrey, Moji 2nd July, Coal.—SIMPSON & Co.

July 7, GLENLOGAN, British str., 5,741, McGregor, Singapore 1st July, General.—McGREGOR BROS. & GOW.

July 7, IZUMI MARU, Jap. str., 2,301, M. J. Curlew, Shanghai 3rd July, General.—NIPPON YUSEN KAISHA.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE, 6th July.

Fushun, British str., for Shanghai.

Yuenang, British str., for Manila.

Taiyuan, British str., for Brisbane.

Elba, German str., for Hongkong.

Clava, German str., for Hoihow.

Hongkong, French str., for Haiphong.

Toonan, American str., for Haiphong.

Daiji Maru, Japanese str., for Swatow.

## DEPARTURES.

6th July.

CHUANAN, British str., for Europe.

P. C. KLAU, British str., for Swatow.

KWELIN, British str., for Foochow.

HONG BEE, British str., for Amoy.

SABINE RICKERS, British str., for Swatow.

HAILOONG, British str., for Haiphong.

MICHAEL JENSEN, German str., for Haiphong.

Wongkai, German str., for Pakhoi.

HIOHAI, French str., for Hoihow.

FUSHUN, British str., for Shanghai.

TAIYUAN, British str., for Australia.

YUENANG, British str., for Manila.

ELBA, German str., for Hongkong.

7th July.

CLAVA, German str., for Hoihow.

DAIJI MARU, Japanese str., for Swatow.

HONGKONG, French str., for Haiphong.

TOONAN, American str., for Haiphong.

## VESSELS IN DOCK.

5th July.

ABERDEEN DOCKS.—

Kowloon Dock—Union, Iris, Italian, Arethusa, Kolchichang, Toki, Devonshire, Nanshan.

Cosmopolitan Dock—Colonies, München, Simanop.

## SHIPPING REPORTS.

The German steamer *Mongkut*, from Bangkok 30th June, had moderate S.W. monsoon throughout.

The American steamer *Olympia*, from Tacoma 6th June, had fine weather generally, fresh N.E. winds from Shanghai.

The British steamer *Glenlogan*, from Singapore 1st July, had S.W. to S.E. and S. winds, fine weather, smooth sea, sky overcast and dull at times, with passing squalls.

The British steamer *Kaisow*, from Glasgow via Singapore 19th June, had light wind gradually freshened to a fresh gale with heavy rain.

## VESSELS ON THE BERTH

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"PERLA."

Captain G. T. Blackland, will be despatched as above TO-MORROW, the 9th inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 5th July, 1901. [1703]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 10th July.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 1st July, 1901. [18]

## THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"INDRANI"

will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 14th June, 1901. [1273]

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART"

OF THE NORDDEUTSCHER LLOYD.

Captain P. Groch, due here with the outward German Mail about the 10th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 6th July, 1901. [9]

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA"

will be despatched for Portland (Or.) on or about the 12th July.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd June, 1901. [1502]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	VICTORIA, B.C. AND SEATTLE	MONDAY, 8th July, at 4 P.M.
M. J. Curlew	U.S.A., via SHANGHAI, MOJI, KOBE, and YOKOHAMA.	
WAKASA MARU	MARSEILLES, LONDON, ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 12th July, at DAYLIGHT.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA.	TUESDAY, 16th July, at NOON.
T. Murai	KOBE and YOKOHAMA.	FRIDAY, 19th July, at DAYLIGHT.
BINGO MARU	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 19th July, at NOON.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 19th July, at NOON.
K. Kori	HAMA.	
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 26th July, at 4 P.M.
YAWATA MARU		
A. E. Moses		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 1st July, 1901. [13]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

## FOR MARSEILLES AND JAVA.

STEAMERS TO SAIL ON REMARKS.

LONDON { G. W. Gordon, R.N.R. } About 12th July } Freight or Passage.

SHANGHAI AND BANCA { G. W. Babel } About 18th July } Freight.

JAPAN { COROMANDEL } About 19th July } Freight or Passage.

SHANGHAI { F. W. Vibert, R.N.R. } July } Freight or Passage.

LONDON, &c. { SUNDA } Noon, 20th July } See Special Advertisement.

E. R. Dowell, R.N.R.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 5th July, 1901. [1]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SAMBA { HAYRE, BREMEN & HAMBURG } On 18th July. Freight.

Capt. Schmidt { (Calling at Singapore and Colombo) }

WUERZBURG { HAYRE & HAMBURG } On 26th July. Freight.

Capt. Schneider { (Calling at Singapore and Penang) }

ACILIA { HAYRE & HAMBURG } On 9th Aug. Freight.

Capt. v. Döhren { (Calling at Singapore and Colombo) }

ALEXANDRIA { HAYRE & HAMBURG } On 2nd Sept. Freight.

{ (Calling at Singapore and Penang) }

SIBIRIA { HAYRE & HAMBURG } On 10th Sept. Freight and Passage.

Capt. Porzelius { (Calling at Singapore and Colombo) }

ANDALUSIA { HAYRE & HAMBURG } On 21st Sept. Freight.

{ (Calling at Singapore and Penang) }

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 6th July, 1901. [1051]

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
QUEEN ADELAIDE	2,832	F. McNair	July 8th
OLYMPIA	2,837	J. Truebridge	July 16th
GLENLOGAN	5,750	W. Fikes	July 26th
TACOMA	2,811	J. Alton	August 6th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.

Excellent accommodation. First-class Table. Doctor and STEWARDESSEES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 44 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, £35.

The best route to the KLODYKKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DEYA and St. MICHAEL.

Rates of Passage to other Points on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED.

General Agents.

Hongkong, 5th July, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY	11th July.
BAYERN	THURSDAY	25th July.
STUTTGART	THURSDAY	8th August.
KONIG ALBERT	THURSDAY	22nd August.
PRINZESS IRENE	THURSDAY	5th September.
PRINZ HEINRICH	THURSDAY	19th September.
PREUSSEN	WEDNESDAY	2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	16th October.
SACHSEN	WEDNESDAY	30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAYERN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS IRENE	WEDNESDAY	8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan., 1902.
PREUSSEN	WEDNESDAY	5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb., 1902.
SACHSEN	WEDNESDAY	5th Mar., 1902.

ON THURSDAY, the 11th day of July, 1901, at Noon, the Steamship "KLAUSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Lunenschless, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 9th July, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 28th June, 1901. [9]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.



VESSELS ON THE BEATH.  
OCEAN STEAMSHIP COMPANY.

		OUTWARDS.	
FROM		STEAMERS	DUE
GLASGOW and LIVERPOOL...		"PATROCLUS" .....	On 10th July.
GLASGOW and LIVERPOOL...		"STENTOR" .....	On 23rd July.
GLASGOW and LIVERPOOL ..		"IDOMENEUS" .....	On 7th August.

		HOMEWARDS.	TO SAIL
FOR	STEAMERS		
LONDON	"PROMETHEUS"	On 12th July.	
LONDON	"ALCINOUS"	On 23rd July.	
LONDON	"DEUCALION"	On 6th Aug.	
LONDON	"PELEUS"	On 20th August.	
LONDON	"STENTOR"	On 3rd September.	
LIVERPOOL DIRECT	} "GLAUCUS"	On 18th July.	
(Taking Cargo at London Rates)			
LIVERPOOL DIRECT	"PATROCLUS"	On 15th August.	

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 28th June, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"WOOSUNG"	On 9th July.
MANILA	"KASHING"	On 9th July.
TIEN-TSIN	"KWEIYANG"	On 10th July.
MANILA	"TAIWAN"	On or about 14th July.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 5th July, 1901.

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE

Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in conjunction with the GREAT NORTHERN RAILWAY CO.'S LINE.

## THE Steamship

"KAISOW,"  
3,922 Tons, Commander G. A. Rodway, is due here on 6th July, and will have quick despatch. Consular Invoices must accompany all over-land shipments.  
For Rates of Freight and further Particulars, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 27th June, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED,  
having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

## THE Steamship

"KINTUCK,"  
Sails from Seattle about the 10th of July;  
"CHIGWY,"  
Sails from Seattle about the 24th of July;  
"HYSON,"  
Sails from Seattle about the 10th of August;  
"KAISOW,"  
Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.

For further particulars, apply to  
THE CHINA MUTUAL STEAM NAVI-  
GATION CO.'S OFFICES, NEW YORK;  
To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits;  
FRANK WATKINS & CO., General Western Agents, SEATTLE; or to  
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

Hongkong, 20th June, 1901.

## GLEN LINE OF STEAMERS

FOR LONDON AND ANTWERP.  
The Company's Steamship

"GLENESK,"  
Captain J. Rafferty, will be despatched for the above ports on the 11th July.  
For Freight or Passage, apply to  
**MCGREGOR BROS. & GOW,**  
Agents.

Hongkong, 18th June, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.  
The Company's Steamship

"ANPING MARU,"  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 17th July, at DAYLIGHT.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 3rd July, 1901.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GALLIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 30th Aug. at Noon.
"DORIC"	THURSDAY, 15th Aug. at Noon.
"PERU"	SATURDAY, 31st Aug. at Noon.
"COPTIC"	TUESDAY, 19th Sept. at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.  
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to a Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, shall be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
KARACHI, ADEN, SUEZ, PORT  
SAID, FUME AND TRIESTE.  
(Taking cargo at through rates to the BRAZILS,  
in SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE  
ADRIATIC PORTS)

THE Company's Steamship  
"MARIA VALERIE,"  
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 1st July, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, CONTINENTAL AND AMERICAN  
PORTS.

THE Steamship  
"SUNDA,"  
Captain E. H. Dowell, E.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. RITCHIE,**  
Superintendent.

Hongkong, 8th July, 1901.

SHEWAN TOMES & CO.'S NEW YORK  
LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"ARARA,"  
Captain Williamson, will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to  
**SHEWAN TOMES & CO.,**  
Agents.

Hongkong, 18th June, 1901.

## VESSELS ON THE BERTH

## FOR NEW YORK.

THE 33 A.L.L. American ship  
"I. F. CHAPMAN,"  
shortly expected here from KOBE, will load for the above port, and will have quick despatch.  
For Freight, apply to  
**ANNHOLD, KARBURG & CO.,**  
Hongkong, 2nd July, 1901.

## FOR NEW YORK.

THE 33 A.L.L. American ship  
"I. SCHEPP,"  
will load for the above port, and will have quick despatch.  
For Freight, apply to  
**CARLOWITZ & CO.,**  
Hongkong, 3rd June, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—  
MARVEL, LAGUNA, Amr. ship, Nichols—Standard Oil Co.  
SEA WITCH, American ship, Howes—Master.

## HONGKONG.

STEAMERS.  
Bisagno, Italian str., 1,500, Bisson, July 5, Carlowitz & Co.  
Burnside, Amr. str., 1,400, Lefflin, April 14, U.S. Government  
City of Peking, Amr. str., 3,123, Smith, July 6, P. M. S. S. Co.  
Declina, German str., 794, Schlicker, July 5, Chinese  
Devonport, German str., 1,057, Textor, July 2, Butterfield & Swire  
Devonshire, British str., 2,364, Gould, June 17, Standard Oil Co.  
Flandria, German str., 1,287, Eichlbauer, July 7, Sienness & Co.  
Glenlogan, British str., 5,741, Mettregger, July 7, McGregor Bros. & Gow  
Hailan, French steamer, 377, Morless, June 9, A. R. Marty  
Hipsang, British str., 1,091, Crockett, July 1, Jardine, Matheson & Co.  
Hsieh Ho, British str., 1,082, Crawford, June 30, Sienness & Co.  
Idzumi Maru, Jap. str., 2,301, Carnow, July 7, Nippon Yusen Kaisha  
Indrapura, British str., 3,151, Hollingsworth, July 6, Shewan, Tomes & Co.  
Kaisow, British str., 2,529, Rodway, July 5, Jardine, Matheson & Co.  
Kansai, British steamer, 1,244, Arnold, June 25, Butterfield & Swire  
Kashing, British str., 1,553, Sanderson, July 2, Butterfield & Swire  
Keongwan, German str., 1,115, Riegen, June 25, Melchers & Co.  
Kolschlag, German str., 1,291, Lous, June 18, Butterfield & Swire  
Kweiyang, British str., 1,062, Outerbridge, July 2, Butterfield & Swire  
Loongsang, British str., 1,080, Weigall, July 5, Jardine, Matheson & Co.  
Macedonia, British str., 1,045, Sawyer, July 5, Jardine, Matheson & Co.  
Maunsang, British str., 1,643, Welch, June 21, Jardine, Matheson & Co.  
Mongkut, German str., 559, Gotsche, July 6, Butterfield & Swire  
Muncheim, German str., 1,691, Krebs, May 28, Melchers & Co.  
Naushan, British str., 1,299, Jones, June 27, Brulley & Co.  
Perla, British str., 1,284, Blackland, July 5, Shewan, Tomes & Co.  
Oak Branch, British str., 2,064, Schell, June 12, Dodwell & Co., Limited  
Olympia, Amr. str., 1,730, Truebridge, July 6, Dodwell & Co., Limited  
Queen Adelaide, Brit. str., 1,835, McNair, June 21, Dodwell & Co., Limited  
San Antonio, Amr. str., 500, Hamilton, July 1, Order  
Simongan, Dutch str., 1,818, Sanjman, April 18, Chinese  
Sulliger, German str., 782, Jessen, July 1, Sienness & Co.  
Sungking, British str., 1,021, Moore, July 6, Butterfield & Swire  
Taisang, British str., 1,544, Bradley, July 1, Jardine, Matheson & Co.  
Taurinika Maru, Jap. str., 1,249, Kagami, July 2, M. H. Kaisha  
Woosung, British str., 1,195, Dowson, July 1, Butterfield & Swire

## SAILING VESSELS.

Celest Durrill, British ship, 1,704, Jeffry, May 20, Order  
Holliswood, Amr. bark, 1,084, Knight, June 14, Order  
L. Schopp, Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co.  
Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.  
M. de Villars, French bark, 1,171, Rical, May 31, E. A. Trading Co., Limited  
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master  
Sassex, British bark, 1,212, Guthrie, May 17, Master

HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craib, at Taku  
Algerie, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai  
Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Sturtin, Woosung  
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, E.N., at Chinkiang  
Astraea, cruiser, 4,300 tons, 10 guns, 2,900 h.p., Captain C. J. Baker, at Shanghai  
Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Daly, C.B., at Woosung  
Berkley, battleship, 16,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei  
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung  
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Hankow  
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Hankow  
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakinham, at Hongkong  
Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildard, at Hongkong  
Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei  
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. P. Blunt, at Shanghai  
Fama, torpedo-boat destroyer, 300 tons, 6 guns, 5,700 h.p., in reserve at Hongkong  
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty, Pownall, at Canton  
Glory, battleship, 12,950 tons, Captain Frederick S. Ingfield, at Yokohama

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking  
Hamlyn, torpedo-boat destroyer, 230 tons, 6 guns, 3,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai  
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve at Hongkong  
Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai  
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Wintham, at Shanghai  
Janus, torpedo-boat destroyer, in reserve, at Hongkong  
Kinsha, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze  
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy  
Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei  
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung  
Otter, torpedo-boat destroyer, Lieut. Comdr. C. P. Mahood, at Weihaiwei  
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongku  
Pigmy, gunboat, 755 tons, 6 guns, 1,300 h.p., Lieut. Comdr. A. H. Oldham, at Hongkong  
Pique, cruiser, 3,800 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei  
Plover, gunboat, 453 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Cowper, at Kinkiang  
Raidpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kinkiang  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River  
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore  
Sandpiper, river gunboat, 85 tons, 7 guns, 240 h.p., Lieut. Comdr. Carr, on West River  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalry, at Shanghai  
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve at Hongkong  
Taku, torpedo-boat destroyer, 250 tons, in reserve at Hongkong  
Tallot, cruiser, 5,600 tons, Capt. F. G. Stopford, at Yokohama  
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong  
Terrible, 1st class cruiser, 11,200 tons, 10 guns, Capt. Percy M. Scott, C.B., at Weihaiwei  
Tweed, gunboat, 312 tons, 3 guns, 200 h.p., in Reserve at Hongkong  
Waterloo, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. W. O. Lyne, at Labuan  
Wyvern, east defence ship, armed, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong  
Whiting, torpedo-boat destroyer, 330 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, at Weihaiwei  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. W. R. Watson, at Woosung  
Woodhark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. B. Hillman, at Hankow

## KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOW-  
LOON AND ADJACENT TERRI-  
TORES showing the Boundary under the  
Convention, with the Towns, Vil-  
lages, &c. Prepared from Authoritative Sources and  
Printed in Colours. Price 1s.  
To be had at Messrs. KELLY & WALSH, LD.,  
Daily Press Office.  
Hongkong, 28th October, 1898.

## ON SALE.

"MOUNTINGS OF THE NAVAL  
GUNS and their Subsequent Use  
by the LADYSMITH RELIEF COLUMN,"  
Being Lectures by  
CAPTAIN PERCY SCOTT,  
R.N. C.B., and  
CAPTAIN A. H. LIMPUS, R.N.  
(of H. M. S. Terrible).  
The book is printed on art paper, and illus-  
trated with coloured maps and sketches.  
Price— 1s. 6d. and 3s. 6d.

## FOR SALE.

MAP OF THE SIKIANG or WEST  
RIVER.  
From HONGKONG, WICKLOW, and  
Showing the Ports and Calling Places  
Opened to Foreign Trade, 1897.  
Published at Daily Press Office.  
Price 25 Cents, Cash.  
Hongkong, 1st April, 1897.

## NOW ON SALE.

ENGLISH AND CHINESE  
WITH THE PUNTI AND MANDARIN  
PRONUNCIATION.

For comprehensive and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Puntti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following figures are submitted for consideration—  
Chinese Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000 whilst this work contains more than 20,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves who explain subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be of invaluable assistance. It comprises upwards of two thousand large quarto pages.

4 Vols. IMPERIAL QUARTO, Price \$20.  
A LARGE REDUCTION IN PRICE is made to Purchasers of SIX or more Copies.

HONGKONG:  
"DAILY PRESS" OFFICE, 9, Praya Central



## POST OFFICE NOTICES.

The *Stuttgart*, with the German Mail of the 10th ult., left Singapore on Friday, the 5th inst., at 10 a.m., and may be expected on or about Wednesday, the 10th inst.

The next French mail, dated June 14th, which should have arrived by the *Ernst Simons*, was, owing to an accident to that ship, transferred at Colombo to the *s.s. Bingo Maru*, and is expected to reach Hongkong on or about the 10th inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hongkong	Monday, 8th, 1.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Amoy, Moji, Kobe, Yokohama, B.C., and Tacoma	Kaisow	Monday, 8th, 1.00 A.M.
Manila	Queen Adelaide	Monday, 8th, 11.00 A.M.
Manila	Hongkong	Monday, 8th, 1.15 P.M.
Manila	Tungkong	Monday, 8th, 4.00 P.M.
Manila	Peking	Monday, 8th, 5.00 P.M.
Manila	Tsauruhiko Maru	Tuesday, 9th, 3.00 P.M.
Manila	Perla	Tuesday, 9th, 4.00 P.M.
Manila	Woonung	Tuesday, 9th, 4.00 P.M.
Manila	Kashing	Tuesday, 9th, 5.00 P.M.
Manila	Kweiyang	Wednesday, 10th, 4.00 P.M.

EUROPE, &c., India via Taticorin.  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Manila.  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

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## JOINT STOCK SHARES.

Hongkong, 6th July.

STOCKS.	No. of Shares.	Issue Price.	Paid Up.	Last Dividend.	Closing Quotations.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30% div. 10% bonus = \$19.20 for half year ended 31/12/00	\$95 p. a. pr. = \$19.20 London 42.
Bank of China & Japan, Ltd.	100,000	\$25	\$25	None	\$1.00
Do. Deferred	1,250	\$1	\$1	None	\$3.50
National Bank of China, Ltd.	19,070 A	\$20	\$20	3 1/4% for 1899	\$27, buyers
Do. Founders' Shares	20,000 B	\$20	\$20	3 1/4% at 2 1/2 = \$1.50 for '99	\$27, buyers
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p. ct. = \$20 for 1899	\$340
China Traders' Ins. Co., Ltd.	25,000	\$85.37	\$85.37	10 p. ct. for year ended 30/4/00	\$84, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	12 p. ct. = \$12.00 on account of 1899	\$118, buyers
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$100	\$12 = 20 p. ct. for 1899	\$125, sales
Canton Ins. Office, Ltd.	10,000	\$250	\$250	\$12 for 1899	\$180, sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	5 per cent. for 1899	nominal
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$24 for 1899	\$250, sellers
China Fire Ins. Co., Ltd.	20,000	\$20	\$20	\$9 for 1899	\$85, buyers
<b>SHIPPING.</b>					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$120 for half year ended 31/12/00	\$37, sellers
Indo-China S. S. Co., Ltd.	60,000	\$20	\$20	\$120 for half year ended 31/12/00	\$102, sales
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	\$5 per old share = \$10	\$63, sales
Do. Ordinary	14,000	\$50	\$50	\$5 per new share = \$10	\$52, buyers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. cent. for year ending 30/6/00	\$53, sales & sellers
China Mail S. S. Co., Ltd.	20,000	\$10	\$10	Final div. of 10 p. cent. on account of 1899	\$12, buyers
Do. Ordinary	20,000	\$10	\$10	Final div. of 10 p. cent. on account of 1899	\$12, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	Final div. of 10 p. cent. on account of 1899	\$12, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Final div. of 10 p. cent. on account of 1899	\$12, buyers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Final of \$9, making in all \$12 per share for 1899	\$145
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$36
<b>MINEING.</b>					
Panjoan Mining Co., Ltd.	60,000	\$10	\$10	None	\$51
Do. Preference	30,000	\$1	\$1	None	\$1.25
Société Fran. des Charbonnages du Tonkin	10,000	\$4.250	\$4.250	None	\$325
Queens Mines, Limited	40,000	\$25	\$25	None	6 cents sellers
Jehon Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end 31/12/00 (coupon 9)	\$14, sellers
Haab Australian Gold Mining Co., Limited	200,000	\$1	\$1	12 p. ct. for year ended 30/4/00	\$12, buyers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	12 p. ct. div.	\$1, sellers
Do. Limited	15,000	\$5	\$5	None	\$1, sellers
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$50	10 p. ct. & 14 p. ct. bonus = \$13.80 for 1899	\$305, sellers
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Final of 5 p. cent. on account of 1899	\$102, sales
Wanchai Warehouse and Storage Co., Ltd.	2,500	\$100	\$100	Final of 5 p. cent. on account of 1899	\$102, sales
New Amoy Dock Co., Ltd.	6,000	\$61	\$61	33 p. cent. for 1899	\$224, buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	Final \$6 on account 1899	\$201, buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$1.30 for 1899	\$30
West Point Building Company, Limited	12,500	\$50	\$50	Final \$1.75 on acct. 1899	\$54, sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 30/4/00	\$121, buyers
Oriental Hotel, Limited	7,000	\$50	\$50	3 p. ct. for year ended 31/12/00	\$70
Humphreys Est. & P. Co.	100,000	\$10	\$10	\$1 per share for 1899	\$13 3/4, sales
<b>COTTON MILLS.</b>					
Ewo Cotton, Spinning & Weaving Co., Ltd.	17,500	\$100	\$100	31 p. ct. for period ending 31/12/00	\$14.50
International Cotton Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account '99	\$14.25
Loan-kaung-maw Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	4 p. ct. on account '99	\$14.50
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	4 p. ct. for period ending 31/12/00	\$14.375
Yahloong Cotton Spinning Co., Ltd.	7,500	\$100	\$100	None	\$14.25
Wear & Dyeing Co., Ltd.	120,000	\$100	\$100	None	\$10, buyers
<b>MISCELLANEOUS.</b>					
Manila Investment Co., Ltd.	20,000	\$50	\$50	8 p. ct. for 1899	\$561, sellers
Green Island Cement Co., Ltd.	100,000	\$10	\$10	25 p. cent. for 1899	\$16, sales & buyers
China Borneo Co., Ltd.	7,500	\$20	\$20	Final of 70 cents = \$5.25 for 1899	\$16, sales
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	22 p. ct. for 1899	\$122, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	7 p. ct. for 1899	\$142, buyers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	9 p. ct. for 1899	\$142, buyers
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	\$23 per cent. 1899	\$175, sellers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. cent. for 1899	\$35, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$10 p. s. on acct. 1899	\$182, sales
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$14 for year ended 30/4/00	\$253, buyers
Hongkong Tramways Co., Ltd.	7,500	\$10	\$10	First year 1899	\$5, buyers
Dairy Farm Co., Ltd.	10,000	\$10	\$10	15 p. cent. for 1899	\$14, buyers
Hk. & China Bakery Co., Ltd.	4,000	\$50	\$50	20 p. cent. for 1899	\$20, buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	None	\$11.00
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	75 p. ct. share for year ended 31/12/00	\$112, sellers
Lebanon Planting Co., Ltd.	20,000	\$5	\$5	None	\$4, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	30 p. ct. for year ended 31/12/00	\$9.85, buyers
Watkins, Limited	10,000	\$10	\$10	12 p. cent. for 1899	\$91, buyers
Universal Trading Co., Ltd.	50,000	\$20	\$20	Int. div. 30 p. ct. share	\$103, buyers
China Light & P. Co., Ltd.	15,000	\$20	\$20	First year	\$20, nominal
Robinson Piano Co., Ltd.	3,200	\$50	\$50	11 p. cent. for 1899	\$50, nominal
<b>CRACK COMPANIES.</b>					
Philippine Tobacco Trust Co., Ltd.	20,000	\$50	\$50	25 p. ct. for year ended 30/4/00	\$60, sellers
Alhambra, Ltd.	20	\$500	\$500	None	\$1,500, sellers

VERNON &amp; SMYTH, BROKERS.

## Ideal Milk



Enriched 20 per cent. with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 6th JULY, P.M.

REGISTER, 5th JULY, P.M.						
STATION.	Hour.	Barometer. red. to sea level and 32° Fahr.	Tempera- ture.	Humidity.	Wind. Dirrec- tion. Force.	Weather.
Viduaotouk	2 p.					
Tokyo	"	29.82			NE	2
Kobe	"	29.83			SE	2
Nagasaki	"	29.79			SE	2
Yokohama	"	29.87			SE	3
Kagoshima	"	29.83			NE	0
Tientsin	1 p.	29.80			U	2
Taichu	"	29.80			U	2
Tainan	"	29.84			SE	2
Koshien	"	"			"	"
Psoadons	"	"			"	"
Gutzlaff	3 p.	29.83		70	SE	1
Siung Peak	"	29.77	75	90	SE	1
Amoy	"	29.73	80	88	NE	2
Swatow	"	29.73	82	88	E	4
Canton	"	29.67	82	74	E	1
Hongkong	4 p.	29.70	80	78	ENE	3
Victoria Peak	"	"	"	"	"	"
Gap Road	"	29.69	"	"	"	"
Macao	"	29.63	87	"	ENE	1
Hai Phong	1 p.	"	"	"	"	"
Manila	4 p.	29.76	84	77	"	0
Yokohama	3 p.	"	"	"	"	"
Amoy	"	"	"	"	"	"
Swatow	"	29.77	87	"	NW	0
Canton	"	29.78	85	"	N	2
C. S. James	"	"	"	"	NW	2